Montreal and Bytown Railway Company
Prospectus of the Montreal and
Bytown railroad. Montreal, 1853.

Canadian
Pamphlets
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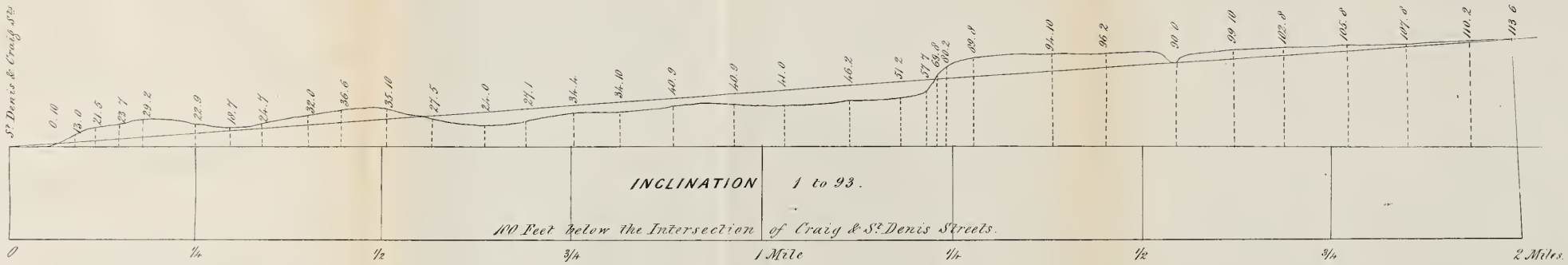


SECTION,

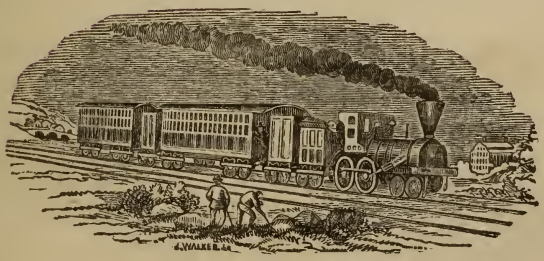
Of part of the Montreal and Bytown Rail Road, from the Intersection of St Denis and Craig Streets, to Cote St Louis.

PROSPECTUS

OF THE

MONTREAL AND BYTOWN

RAILROAD.



Montreal:
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1853.

PROSPECTUS

OF THE

MONTREAL AND BYTOWN RAILROAD.

To the Citizens of the Towns and Counties interested in the Montreal and Bytown Railroad.

The period has at length arrived, when we can present you with a narrative of our proceedings, and a review of those material elements of wealth which must contribute to raise this road to high importance as a commercial speculation.

In addressing you upon the present occasion, we feel that our language will be carried not only throughout your country, but across the Atlantic, to counsel, instruct and guide parties seeking profitable investments in Canada. We are therefore not insensible to the responsibilities of our position, but as practical men, familiar with this country —witnesses of its rapid growth—and believers in its future grandeur; we feel justified in speaking in terms of confidence, when dilating, upon the prospective results of this enterprise—more especially, as we can appeal to the important financial fact, that Municipal Councils, have already manifested their disposition to pledge their credit to promote the work. We are thus removed from the temptation of over-colouring our statements, and limit our report to a recapitulation of the sources from whence income would be derived—the forms the traffic would assume—the territory

the road will open—the increased application of capital and employment of labor which the mines, the forest and the farm will occasion.

A preliminary survey already made, demonstrates satisfactorily, that the road can be brought into the city in the direction of Papineau road, or St. Denis street, by a line, which will be, not only practicable, but offer neither serious engineering difficulties, nor entail heavy expense. The land which it will be requisite to acquire, can be procured at a moderate cost—many of the proprietors, who suffered by the great conflagration last year, owning property as yet unbuilt upon.

Mr. Renaud, a scientific gentleman, made a survey of the approaches to Montreal by the north east side of the mountain, and the report of that Survey, which was published in February last, has been confirmed by the Survey of which a Report and Map is annexed.

The trifling elevation of Côte à Barron surmounted, a perfect bee line may be drawn from Montreal to Grenville, or some other point on the Ottawa, where the railroad will traverse that river; the natural outlines of the country are singularly favourable to a railroad—the land is level and unbroken —the bridging of the streams a work of comparative ease. Throughout this route the lands are fertile and cultivated—the population dense and opulent—the villages numerous and important; and the amount of agricultural products which will seek a market in Montreal when a railroad is established can only be measured by the extent of demand. From Grenville to Bytown along the south shore of the Ottawa is a level and unbroken country, and through Gloucester, Cumberland and Clarence, there runs a belt of forest land at some points four and five miles, at others only one mile from the banks of the river—the soil is described as a strong blue clay, capable when drained and cultivated of producing wheat—the growing timber is composed of cedar, tamarack, with surface roots easily cleared—this belt is intersected by a number of small creeks.

The paramount consideration ought to be, to secure the shortest, and most direct line, between the City of Montreal and Bytown. To attain that result every other interest should yield. The direct line should be regarded as a main artery, or Northern Grand Trunk, to be fed by a succession of auxiliary branch railways; and it can admit of no doubt, that in future years, when the northern regions shall have been settled and civilized, such a trunk line, will serve as a channel, for the conveyance of products, gathered hundreds of miles to the north, or collected on the waters of the great lakes, and borne from Georgian Bay, along the line to this city.

A route has already been traced for a railway line from Bytown to Georgian Bay, on Lake Huron; and on this continent, when the sentiment of the masses is clearly expressed in favour of any public enterprise, its period of fruition approaches—a glance at the map of North America should convince any person familiar with this continent, that a railway from Montreal to Bytown and thence to Georgian Bay, will enjoy a few years hence the same measure of confidence now extended to the Grand Trunk line from Montreal to Toronto.

The following extract from a very admirable report published in 1851 by Mr. P. Fleming, Civil Engineer, of a survey made by him, from Craig street to Bytown, of a railway line; and its easy adaptation to railway purposes, may be quoted here with advantage, it conveys a concise and lucid view of the character of the country between Montreal and Bytown:—

"*Report upon a proposed Trunk Line of Railway, from the City of Montreal to the City of Kingston by Bytown and Perth.*

"In view of a railway being constructed from Montreal to Kingston, I have examined the intervening country for the route, and I am of the opinion that the line, after leaving Montreal, should pass through, or near to the village of St. Thérêse, which may be easily reached, by bridging the branches of the Ottawa at that place, and without any ex-

traordinary expense beyond what is common to such works The line should thence pass to the village of St. Andrew's, in nearly one straight line over an almost perfectly level country, and passing the village of St. Eustache, at a small distance on the north side. From St. Andrews it may proceed either through the village of Carillon, at which it would meet the stream navigation of the Lake of Two Mountains, or by the rear of that village, and thence across the Ottawa river, by Struther's, (now Watson's), island. Here the river on both sides of the island presents no difficulty to bridging—and the bridges at this place would be the least liable to be injured by ice than they would above or below. From this point, on the Upper Canada side, on the right bank of the river, the railway would be almost on one level, by Hawkesbury Mills, L'Orignal, to the Caledonia Springs. At L'Orignal, the railway would meet the steam navigation of the Ottawa from Bytown. From the Springs it would be continued by Jessup's Falls to the South Petite Nation river, and thence in a very level and direct line to Bytown.

"Throughout the whole of the above route the railway would pass over a general smooth and uniform surface, and be without any special impediment whatever to its construction, which might be made at a minimum expense, compared to any other line of the same length—for throughout, there is abundance of the materials requisite for railway formation, namely stone, gravel, sand, and timber.

"From Bytown to Perth, the route would vary very little from a straight line, and be almost on a continued level —along which, small excavations or embankings would only be required in its formation, and some culverts or small bridges.

"Upon the whole, I am of opinion that, as regards the expense of construction, with the exception of the difference that there might be in bridging the Ottawa, at the Isle Jesus and Watson's island; and of the same at Vaudreuil, (the expense of the former of which would not exceed double that of the latter,) a railway by the route I have indicated,

would cost less by ten per cent per mile than by any any southern route; and its grades, from the levelness of the country, be much less.

"As regards the distance between the extreme points, from the absence, on the northern line of many local windings and curves, which there must be if a more southern one be taken, as this latter must pass over a more undulating country; so that while apparently more direct, it would not be much shorter.

"The distance by the above route will stand nearly as follows:—

"Montreal to St. Thérêse, ...	15	miles.
"St. Thérêse to St. Andrews, ...	30	"
"St. Andrews to L'Orignal, ...	17½	"
"L'Orignal to Bytown, ...	46	"
"Total, ...	108½	miles."

It is a question, however, well worthy of the most serious consideration, whether a railroad carried entirely along the north shore, in a line with the lumber mills, would not combine all the advantages anticipated, and conduce equally to the settlement of the country. It is asserted by parties of high standing, that as level a line can be found on the north as on the south shore, by making use of the road graded by Government,—that the interests of the commercial firms engaged in manufacturing deals are more important, and better worthy of attention than the traffic to be gathered on the south shore, and that rich and extensive tracts are rapidly settling in the vicinity of the suggested line of railroad. It is obvious from these statements that careful surveys must precede the location of the road,—and it may eventually be discovered that, to reconcile conflicting demands, the road must fork near Grenville, and ascend the Ottawa upon both banks.

There are several rivers on the north bank of the Ottawa, which, if a railroad passed in that direction, would demand bridges, but reports have been placed in our hands stating

that the bridges could be constructed at a moderate cost—certain it is that the timber for the construction could be obtained at the very lowest price, inasmuch as it grows on the banks of the rivers requiring bridges.

The charter of incorporation, which received the Royal assent on the 23rd of April, 1853, will be found to embody every provision essential for the construction and working of the road. The powers granted to the company include the right to construct branch lines, and lay down rails through any street in Montreal to connect with the contemplated bridge across the St. Lawrence, or to connect with the Grand Trunk for that purpose above the city. The capital stock of the company is £600,000, divided into 24,000 shares of £25 each, and instalments not exceeding ten per cent may be called in on giving one month's notice.

The Company may borrow money upon bond, they may unite with any other railroad, and municipal corporations are authorised to take stock in the company.

The act incorporating the Bytown and Pembroke railroad likewise received the sanction of the legislature this session. This railway, practically an extension of the Montreal and Bytown line, will, according to the programme of its projectors, "unite Bytown with the interior, open up new and lucrative sources of trade, and contribute to increase the wealth and revenue of the Province."

On the north shore of the Ottawa are situated mills expressly erected to cut and prepare deals and lumber for foreign markets. The whole of this lumber is destined eventually to pass along the Montreal and Bytown Railroad, because floating deals or timber down the Ottawa deteriorates them in value, and exposes them to damage by the rapids,—forwarding them in boats would be abandoned if a railroad offered to perform the work cheaper. It is within the range of probabilities, that a few years hence, when Lake St. Peter has been deepened, and this railroad constructed, that the entire export of Ottawa deals and sawed lumber will be conducted by Montreal merchants, in vessels

from this port, and that a lucrative commerce may be established with Cuba and the West India Islands. To facilitate the operations of those engaged in such a business, it may hereafter be expedient to erect docks and quays at the Cross, and connect the manufacturing mills by railroad with such docks and quays for the service of the export trade.

The following report of the mills in operation, the number of saws at work, the deals cut and men employed has been placed in our possession, by parties in the trade:

	Saws.	Logs.	Deals.	Men.
Hawkesbury Mills, Ottawa,.....	110	75,000	540,000	300
Bowman's " La Liève,.....	32	40,000	288,000	180
Bigelow,s " do	32	40,000	288,000	180
Gilmour's " Gatineau,.....	45	50,000	360,000	180
Wright's " do	32	40,000	288,000	180
M'Kay & M'Kinnon's Mills, Bytown,	36	20,000	44,000	109
Blaidell's " do	23	25,000	180,000	90
Egan's Mills, La Cuillon,.....	16	30,000	216,000	135
M'Martin " South Nation,.....	16	20,000	144,000	90
Wilson " Lower Blanche,.....	22	20,000	144,000	90
Perkins " Upper do	16	20,000	144,000	90
Crysler " Lower Nation,.....	12	20,000	144,000	90
do	12	20,000	144,000	90
Casselman do	12	20,000	144,000	90
			3,384,000	1,010

The Montreal and Bytown Railroad being the first attempt to enlist railroads in aid of the lumber trade, and connect manufacturing mills with a shipping port, no precedent can be cited as applicable to the present case. The only data which offers itself is the fact that in the Quebec District, deals, not superior to those from the Ottawa, pay 3d. per deal for 30 miles cartage. At that rate the carriage of the deals manufactured at the above mentioned mills, would yield an annual revenue to the railroad, of £42,300, but the competition of water carriage will reduce these rates. The present charge for conveying 100 deals from the Gatineau to Quebec, per barge, is $6½, and if rafted $4½, consequently, a railroad could not count upon more than $3 per 100 ps. 12 x 9 x 3, conveyed from the mill side to the navigable waters of the St. Lawrence, a rate, however, which would produce an income of £25,380.

Those mills disclose the importance of one branch of commerce extracted from the boundless forests of the North. The Ottawa country is beyond all comparison the most valuable forest region on this continent; and in future ages the naval supremacy of the lakes and Atlantic coast, will belong, of necessity, to the power claiming it as a possession. In extent it far exceeds the lumber regions of Maine, the Lower Provinces and the North of Europe combined. It is intersected by important rivers and continuous chains of lakes, which offer every facility for the prosecution of trade. It includes 80,000 square miles, of which, only 3,000 square miles are partially settled. It contains 37,516 square miles between the waters of the Ottawa and Lake Huron, a large portion of which, when the timber has been removed, is adapted to agricultural purposes, and calculated to sustain a future population of 3,300,000. In a quarter of a century from this date, the Americans will, under their present system of lumbering, have utterly wasted the forests of Maine, and exhausted those of New Brunswick. The rising cities on the Atlantic border augment each year the demand, and each year advances the hand on the dial of time to that period, when the Ottawa region will be the only quarter East of the Rocky Mountains on North America, where timber can be procured in abundance.

The extent and value of the timber trade may be gathered from the official report of the timber which passed the Chaudière slides at Bytown last year, which, be it remarked, is irrespective of the milling business. The following is the official report:

18,967,000	feet White Pine,	£474,177
2,217,301	" Red "	83,148
3,153	" Tamarack	105
129,303	" Oak,	5,387
62,768	" Elm,	2,353
10,122	" all other kinds,	253
36,800	" Spars,	1,840
284,472	" Floats,	3,555
22,140	pieces 3-inch deals,	1,782
5,184	" 1-inch boards,	124
		£572,724

It must be borne in mind that the above official report, only includes those descriptions of timber which passed down the slides of the Chaudière, which were in fact drawn from the lumber region beyond Bytown on the Ottawa River; but other rivers of no mean magnitude, such as the Gatineau, River du Lièvre, Petite Nation, which fall into the Ottawa below Bytown, swell the volume of the trade, and contribute their full quota of sawn logs or timber for export.

The promoters of the Pembroke and Bytown Railroad, a line which must be viewed rather as a prolongation of the Montreal and Bytown than an isolated project have gleaned the following statistics for their published report, from whence some idea may be formed of the importance, in an agricultural point of view, of the Ottawa country beyond Bytown.

The following is the list they published of the agricultural products drawn from the country beyond Bytown, viz.:

7,000 Barrels Ashes,.....	£ 43,750
85,000 do Flour.....	89,250
500,000 Bushels Grain.....	100,000
25,000 do Potatoes,.....	1,850
2,000 Firkins Butter,.....	4,000
Value,.....	£238,850

This sum added to the £572,722, the reported value of timber which passed the Chaudière slides, gives an aggregate of £811,574 as the value of exports drawn from a country but recently explored for commercial purposes, and whose importance can only be properly understood, says the report, "when the abundant water power of the streams have been applied to manufacturing purposes, and the iron and other mines, and quarries to be found in every township between Bytown and Pembroke are worked."

When dilating upon the vast water power of the Ottawa and its tributaries, it is well worthy of consideration that the construction of this railroad must lead to the introduction of a new form of manufacturing industry—at present

we forward to the United States the raw material—the lumber in its rough condition where it is worked up, we might reverse the policy and supply the manufactured article. The water power and the lumber of the Ottawa already exist. A railroad and capital will set the elements of manufacturing industry in motion. Canada can then forward to the New York Market lumber prepared for building purposes—boards, laths, window sashes, door frames, floorings, packing cases; and this export trade can be maintained during the winter months when our population is chained to idleness.

It must be apparent to every person familiar with the topography of this country, that the Montreal and Bytown, the Pembroke and Bytown railroads embody the same idea under different names. We know that the mining regions of Lake Superior and Sault Ste. Marie are 700 miles nearer Montreal by the valley of the Ottawa than by the circuitous route of Lakes Ontario, Erie and St. Clair,—that Montreal is nearer to Georgian Bay than Toronto—that the measured distance from Montreal to Georgian Bay, via Perth, is 300 miles, the distance from Montreal to Toronto being nearly 400 miles by the Grand Trunk Line, and every mile we ascend the Ottawa valley with a railroad brings us nearer the period when a portion of the western traffic must descend the channel of the Ottawa, and enter this city by the Montreal and Bytown Railroad.

It is impossible to over-estimate the importance, in a political, commercial, or social aspect, of the results which must follow the development of railway enterprise, when applied to a territory which, touches on one hand the waters of a continental ocean, on the other the shores of the Hudson's Bay, and towards the north invades the Artic Circle. That it teems with all the elements of mineral wealth may be gathered from the partial and hasty examination of the surface already reported, enough has been disclosed to convince reflecting persons that the mountain ranges of the north embrace within their limits iron, copper and precious

metals. The geological history of Canada dates from a very recent period, in fact, until Mr. Logan, the able geologist, now chief of that department in Canada, was selected for his present office, systematic and persevering attempts to ascertain the nature, extent and value of the local mineral resources were unknown, but to him we are indebted for the knowledge that Canada is inferior to no other country in the world for that species of wealth; and it is but reasonable to infer that eventually the working of mines must contribute a permanent and lucrative source of revenue to the Montreal and Bytown Railroad. One instance may be cited of the now dormant mineral wealth of Canada: in the vicinity of Hull, a bed of Iron ore 40 feet thick exists, according to the Report of Mr. Logan, which equals in quality, and is identical in character with the ore from which the Swedish iron, so famous as an article of commerce, is produced, and the iron ore on the borders of Lake Champlain, where, under American enterprise, numerous foundries in active operation augment the wealth of the State of New York, and furnish remunerating freights to a fleet of schooners.

It is a well known fact that about sixty miles north of this city, a range of hills, fringe the horizon, which can hardly be classed as an agricultnral district; but on the other hand they are clothed with forests, from whence can be extracted, for endless years, unlimited stores of fuel, to supply the annual increasing demands of the city and environs of Montreal. In the rigour of a Canadian winter fuel becomes an article of essential necessity; and as yet, all modern discoveries, have failed to provide any substitute combining heat and economy which can supersede firewood, as an article of domestic consumption. The bituminous coal of England, finds its way into the mansions of the wealthy; and the anthracite coal of Pennsylvania, comes into request, when firewood reaches the famine price; but the mass of the population in the city and environs of Montreal, purchase firewood, which is rafted down the Ottawa, or brought long

distances overland, whereby the cost is enhanced. Firewood which has been immersed in the water is deteriorated in quality—the rock maple conveyed from the north by rail will always command a preference over every other kind of fuel, if it can be delivered in Montreal at 12s. 6d. per cord. There are fully ten thousand families in this city who yearly require a supply of firewood,—the country and its environs contain half as many more, or a total of fifteen thousand tenements, each consuming annually, an average of 15 cords of firewood. Maple of the best description sells in winter as high as $5 per cord, in summer $3½ and $4 per cord.

Under a railway system, a branch line from the Montreal and Bytown Road, might penetrate the hills, and receive supplies at 6s 6d per cord, delivered at the cars. The carriage calculated at 1s. per ten miles, (and assuming the distance from the forest to Montreal at sixty miles,) would raise the cost of carriage to 6s. per cord; the two sums amount to 12s. 6d., which sum would represent the first cost and the freight for each cord. Now any railway which would undertake to deliver first quality maple at 12s. 6d. per cord would perform an important service to the community, save this city a profitless expenditure of £50,000 per annum, being the excess of the ordinary price beyond the rate at which it could be delivered by a railroad; and relieve the charitable associations, in some measure, from the pressing demands made upon them in winter to furnish fuel to the poor.

The capacity of a railway to convey firewood to market, would be only limited by the demand; and assuming that demand to be 225,000 cords, which cost the road 6s. 6d. per cord, and sold at 12s 6d per cord, the income from this source would be £67,500 per annum.

This calculation deals with a subject familiar to every citizen, and every man of education is competent to pronounce upon its merits. It is a self-evident proposition appealing to facts. Persons unacquainted with Canada might fancy that other railroads could compete with the Montreal and Bytown in this traffic. No rivalry can ensue,

the only line that could pretend to compete is the St Lawrence and Portland; but the day that line is open to the Atlantic seaboard, the citizens of Boston and Portland and the towns along the route will enter the market and outbid Montreal.

The assumed income may appear excessive, yet, experience will prove the reverse. The purchasers will be found more numerous than calculated,—the population increases annually, and the price of 12s. 6d. per cord will vanquish opposition and secure a ready sale.

The City Council deemed it their duty to secure a supply of water to the citizens, though a river runs in front of the city; is fuel less a necessity, remembering our arctic winters? Is it a wiser policy, to employ our own people, and consume our own fuel; or wander away to Ohio or Pennsylvania for coal thus furnishing to foreigners, while Canadians are deprived for five months, each year, of agricultural occupations? There is no doubt that, as a social and economic question, the City Council would be justified in constructing a railroad, to bring supplies of fuel to Montreal, if the Montreal and Bytown railroad had not been projected.

A review of the population directly interested in the construction of this road, and the area of country (now so sparsely settled) to be stirred by its influence, claims consideration. Under the census returns of 1850 the following localities were described as follows :—

	Acres.	Population.
Renfrew,.....	671,000	9,975
Lanark,.....	574,000	22,901
Carlton,.....	574,000	20,152
Bytown,.....		6,616
Prescott,.....	242,400	1,847
Prescott,.....	305 620	9,487
	2,367,540	70,978

In Lower Canada the census returns for 1852, furnishes us with the following figures :—

Ottawa,	22,902
Two Mountains,	30,470
Terrebonne,	26,791
Montreal,	77,381
	157,544

The experience of staticians in the United States, has led them to assign an income of two dollars and one-half as the annual income deriveable from each inhabitant within the circle of railway influence. The projectors of the Grand Trunk Company, have lowered the rate for this Province, to two dollars per annum for each inhabitant; and inasmuch as the gentlemen connected with that national enterprise, are conspicuous for their intelligence, and qualified from mature experience, to pronounce a sound opinion upon the question; the Montreal and Bytown Company may reasonably assume, as a reliable source of income, a revenue calculated upon like data; but being reluctant to nourish expectations which experience might dissolve they reduce the anticipated income to one dollar for each inhabitant. The combined population, as above particularised, amounts to 228,522 inhabitants, and the income, estimated at one dollar for each, would amount to £57,130 10s. per annum. The icrement of population is that of doubling every 12½ years, the progress in some sections of the country has been more rapid, as the returns prove that the population has doubled within 10 years; but accepting 12½ years as a guide, it follows, that the counties above mentioned will, in fifty years, contain a population of 3,656,532 inhabitants,—hence, it must be obvious, that a railroad which is built to endure for ages, may, in a young and rising country like Canada, count upon a certain and rapid augmentation in its income, from the natural increase of the population, even if emigration were suddenly arrested.

The admirable quality of building stone which is deposited in masses, to the north of this city, renders it a a favorite material, in the construction of private dwellings

and public edifices, and favors its extensive use. Quarries of considerable magnitude have long been worked to meet the present demand, which last year rose to 60,000 tons. The Montreal and Bytown Railroad, will traverse in its route, the limestone beds of the Island of Montreal, and those of Isle Jésus and Terrebonne, which are held in high esteem. This line will perform, with more economy, the labor of conveying the stone from the quarries to the city, than can be attained by employing horse-power; the reduced cost of the article, must encourage an extended use of stone for building purposes, and the prospective growth of Montreal; the variety and magnitude of the public enterprises contemplated, warrant the opinion, that 100,000 tons would be conveyed by railroad if the carriage was reduced to 2s. per ton.

Lime and sand, would likewise enter into the list of articles, which would contribute their quota of revenue.

An important article of downward freight to be noticed, is farm produce, but it is utterly impossible to arrive at the truth, as regards the amount to be anticipated. Parties familiar with the country assert, that once a railroad is opened, and a certain market at the command of the farmer, he could raise abundant supplies, for the use of this city, of root crops, grain, forage, butter and cattle. The operation of the railroad, on the south shore of the St. Lawrence, connecting with New York, Boston, and the chief cities of the Atlantic seaboard, is to drain the supplies, from that section of the country, (from Montreal) and convey them to markets where the average price of farm produce is higher than in Montreal. To this cause, we must attribute the gradual and steady rise in the price of farm products brought to our markets, hence it becomes an object of serious importance—to open up a new country, and restore the market prices to their normal condition. The proposed railroad, with its future branches, will enable the occupants of at least ten thousand farms to cultivate, with profit, those products demanded here. The expense of carriage now para-

lyses their industry; but place them in contact with this populous city, and the only barrier to their progress is removed; this object can only be realised by a railroad, which once in operation, it will impart fresh vigor to the industry of the agriculturists, and contribute a revenue of fifty thousand dollars a year to the line. That this estimate is exceedingly moderate, may be inferred from the fact, that Mr. Sinclair, of Point Fortune, in his address to the inhabitants of Two Mountains, calculates the railroad income deriveable from the "travel and carting" of that county at £12,320, being a larger sum than has been set down for the whole route; Mr. Sinclair takes the tolls as the basis of his calculation.

The quantity of Ashes conveyed by the Grenville Canal, from the Ottawa country, last season, amounted to above 7,000 barrels, this quantity being independant of the supplies conveyed by the farmers in their own vehicles.

We must now turn to the upward freight which would be limited in comparison to the downward. The article of salt, not required for the use of cattle in the saline atmoswhere of Great Britain, is a necessary article in constant use, and imperiously demanded to keep cattle healthy in the dry climate of the American continent.

The present price in the Ottawa country is 3s. and 3s 6d per bushel, but this high rate checks consumption. Under the proposed tariff on imports, salt will enter free, and might be delivered, by railroad, at little over 1s. per bushel, along the line of the road.

The quantity shipped via the Grenville Canal, for that quarter, last year, was nearly 2,000 tons, but that quantity forms only a portion of the actual consumption; inasmuch as the country merchants, convey their stocks from this city, during the winter, by sleighs.

The supplies of flour, beef and pork for the lumber regions, drawn from the far west, would be conveyed by the Montreal and Bytown Road, for the use of the men engaged in the business of cutting and preparing timber for market.

The following statistics have already been published, as indicating the number of men and cattle employed, and the consumption of food, in the lumber district—

10,800 men,
4,320 horse trains,
1,080 yoke oxen.

Consumption of food:—

39,700 barrels flour,
27,000 " pork,
2,700 chests tea.

The above articles of food would, necessarily, select a railroad conveyance; and the men engaged in conveying the rafts of squared timber to Quebec, would, as a matter of course, prefer, on their return, the cheap and rapid transit of a railroad.

The following articles are forwarded in considerable quantities to the Ottawa country:—Gypsum, amount moderate; Coal, moderate, possibly 300 tons; Iron, manufactured and pig, 3000 tons; Fish, 1,200 tons; Sugar, 700 tons; Merchandise, 9000 tons; earthenware, 400 tons. These are merely approximate calculations founded upon a reference to the returns from St. Ann's Lock, and a statement of the actual consumption of some articles. The probable quantity of food required for the lumber men and the service of the milling establishments may be calculated to be 6000 tons; and all these items added together, present an aggregate of 28,100 tons, from which £7000 per annum might be assumed as the probable revenue.

Having thus investigated the various phases in which the revenue of the contemplated railroad will develope itself, a recapitulation of the anticipated income will exhibit, in a condensed form, the remunerative character of the enterprise. It may be asserted with truth, that from purely local causes, this railway will pay a larger dividend than any similar investment in the Province; and it is a satisfactory consideration, that it will draw its traffic from a circle so remote from other lines, that no rivalry can ensue,

while that traffic will conduct to Montreal precisely the products which the citizens require.

Distance from Montreal to Bytown by road	120
Gained by a Railroad	12
	108

Estimate cost.....£600,000

REVENUE.

Income derivable from passenger traffic. In the United States, 12s. 6d., per head, is assigned as the income. The Grand Trunk, adopt 10s. per head, as the measure of income derivable from the population, within the circle of railway influence. For the Montreal and Bytown Road, the estimate has been lowered 50 per cent., in order to allow a large margin for contingencies, thus, the population of the counties who are interested in this road, amounting to 228,522, and, calculated at 5s. per head, the income would be.....£	57,130	10	0
Downward Freight.			
Income derivable from deals and sawed lumber, being equal to 3,384,000 pieces of 12 x 9 x 3 at $3 per 100	25,680	0	0
Do. Firewood, 225,000 cords, at 6s	67,500	0	0
Do. Building stone, lime, &c., &c	10,000	0	0
Do. Farm produce, cattle, &c	12,500	0	0
Do. From Post Office	4,000	0	0
Upward Freight.			
Do. From salt, gypsum, coal, castings, pig iron, fish, sugar, merchandise estimated at the low figure of 28,000 tons, at 5s	7,000	0	0
	£183,810	10	0
Deduct 40 per cent working expense	73,524	4	0
Nett income nearly 19 per cent on capital	£110,286	6	0

The City of Montreal is especially interested in the success of the project, inasmuch as this road will bring supplies of food to the citizens, farm produce, fuel, building materials, and swell the mercantile business with the interior. It will enhance the value of land to the north and inaugurate a splendid line of railway communication, stretching easterly to Quebec, to the north penetrating the now unexplored

regions of the interior, and westerly, connecting the waters of the great Lakes with Montreal.

For these reasons a numerous and opulent body of citizens warmly advocate the enterprise, and it is well understood, that when the proper moment arrives, the Town Council will aid by their credit, the construction of the road. The Municipalities of Terrebonne, and Two Mountains, have intimated their willingness to encourage a railway traversing their counties, by a loan of their credit.

An important question is, whether the rivers to be bridged are formidable streams. On the banks of the Ottawa between the Island of Montreal and Isle Jesus several bridges now exist, the distance from bank to bank varies. It may be assumed at 1000 to 1,200 feet, and the cost of constructing a railway bridge has been estimated at £12,500 sterling.

The branch of the Ottawa between Isle Jesus and Terrebonne is narrow, the stream shallow. £6,500 sterling it is estimated would build a bridge over this branch. Several localities are named as favorable for a bridge, across the main body of the Ottawa, such as Point Fortune and Watson's Island, near Grenville, the cost of a bridge would be some £25,000 sterling at that point.

A survey of the whole of the proposed route during the deep snow of our winter season was impracticable. Mr. Smith, Civil Engineer and Provincial Land Surveyor, was employed to trace a line from Montreal to St. Andrews, for railwaypurposes, to ascertain its comparative distance as contrasted with the route via Lachine. Mr. Smith's report asserts that the direct route is level and practicable, and shorter by 5 miles, 3,540 feet, than the line via Lachine. Mr. Fleming's survey from Montreal to Bytown, executed two years since and already quoted, swells the amount of proof that the route is level and unbroken. The annexed report of Messrs. Renaud and Hamilton, the engineers selected to ascertain the practicability of constructing a railroad, starting from some point in the vicinity of St. Denis

Street, will be perused with satisfaction, as setting finally at rest a mooted question. It has been a subject of sincere regret to the promoters of this road, that parties in charge of Engineers in the interest of a rival line, have violated the rights of private property, as if for the express purpose of creating a feeling in the French Canadian Parishes against all railways. It will hardly be credited that proprietors have seen valued fruit trees deliberately cut down by a set of strangers, calling themselves a surveying party. It is to be presumed that these individuals trusted for impunity, to the proverbial amenity of the French Canadian character—on the score of public morality it would have been desireable that they had been arrested on the spot, and compelled to re-imburse the proprietors the damage which they inflicted.

The tendency of the public sentiment in the French Parishes is to push the work forward. The wealthier "Habitants" all look forward to taking contracts for the road to the extent which it may traverse their respective farms, and accept payment for their labor and materials (such as timber and stone) in stock subscriptions.

The public are thus furnished with a faithful and impartial picture of the character of the country which the Montreal and Bytown road will traverse: The natural difficulties to be encountered and overcome—the vast area of territory now comparatively dormant, awaiting the civilising influences of a railroad to disclose its mineral and agricultural capabilities. The magnitude of the interests involved in the manufacture of lumber. The boundless forests of the Ottawa and the unexplored north, so vast and interminable, that in future ages they hold forth to Canada the certainty of an unquestioned monopoly of that branch of commerce. The eventual creation of an interior line of Railroads following rapidly upon the construction of this road. The stimulus it will impart to farming operations by securing a ready sale for agricultural products—the consequent expansion of commercial dealings—and the rich rewards the merchants of

Montreal will reap when the population of the interior can resort to the city to exchange the farm products for merchandise. The introduction of a continuous and abundant supply of fuel, without which the growth of a dense population would be impossible on this Island. The certain increase in the value of landed estate, and the new forms of industry to attract and renumerate the labourer and artisan.

These ideas but reflect the sentiments which animate the community, and every educated and reflecting man who has devoted any consideration to the subject, has not hesitated to assert that a northern railroad must prove a source of wealth to Montreal and a profitable investment to the Stockholders.

The whole respectfully submitted,

A. M. DELISLE,
President.

SYDNEY BELLINGHAM,
Secretary and Treasurer.

Eztract from the Report published by Mr. Renaud of his Survey, 15*th February*, 1853 :—

"I, the undersigned, François Victor Renaud, Provincial Surveyor and Civil Engineer, residing at Montreal, certify, that having been requested by Alexander M. Delisle, Esq., and other citizens and proprietors, residing in the said city, to examine, in my aforesaid capacity, if it were possible to trace and *lay a line* of railroad starting from Craig street to reach Coteau St. Louis, in such a manner as to continue such railroad from Craig street aforesaid, to any giveu point on the River des Prairies, and leading to the same by the line which would offer the least difficulties, to reach St. Eustache, in the County of Two Mountains, and crossing Isle Jesus.

"Although I have had but little time to examine the question and visit the ground, I do not hesitate to answer affirmatively, yes, by means of certain segments (arcs on courbes), and taking a point of departure from Craig street to reach the road of *Petite Côte de la Visitation* by the usual means of embankments and excavations, every obstacle which that hill (Coteau) seems to offer by its height can be readily overcome, and in no wise embarrass the Engineer charged with overcoming that obstacle.

"I measured a distance, starting from Craig street, of three thousand nine hundred and sixty feet to reach a point on Mr. Logan's property, and I found that the difference of level is but sixty feet, or one sixty-sixth part. But this sixty-sixth part, by means of the segments of which I have spoken above, could be so reduced as to offer but a very slight declivity. This place, however, is the one which offers the greatest difficulty to surmount. Going from Coteau St. Louis to reach the banks of the River des Prairies, the shorter route, and that which offers the least difficulties to overcome, is that which leads in a direct line to the Viau bridge. I indicate that point because a bridge already exists there, and that in case a company became

compelled to erect another, in consequence of the owner of that bridge declining to sell it, that point is, without contradiction, one of the most eligible for the erection of a bridge on the River des Prairies."

MONTREAL, *4th June*, 1853.

SIR,—In conformity with instructions addressed by the direction of the Montreal and Bytown Railroad to Mr. Regnaud and myself, to ascertain the elevation it would be necessary to overcome in ascending Côte à Barron with a railroad line, and the grade of such a road, and the practicability of leaving Montreal by the north-east end of the mountain, we selected as our point of departure, the corner of Craig and St. Denis Streets, and traced a line from thence to Côte de la Visitation, a distance of two miles. We ascertained that the actual difference of level between the two points was 113 feet 6 inches, or about one foot of elevation to 93 feet of horizontal measurement. The soil consists of deep beds of strong blue clay suitable for the manufacture of bricks, and on the elevated points, mixed sand.

About half a mile from the point where we termined our survey the land dips, exhibiting a continuous gradual slope towards the branch of the Ottawa river, which flows to the North of the Island of Montreal.

We place in your hands a profile drawing of the outlines of our survey. The measurements have been carefully taken and the result which has been established is, that no difficulty whatever need be anticipated in the construction of the road in so far as our survey extended. Though more favorable locations might be found by taking the line more eastwardly. It would be needless to enter into any discussion as to the practicability of Engines with cars ascending the grade exhibited by the profile sketch—because there are fifty railroad lines in the United States now in operation,

where grades of 1 in 75 exist, while the line we surveyed is only 1 in 93.

We have the honor to be,

Sir,

Your most obedient servants,

ROBERT HAMILTON,
Prov. Land Surveyor.

F. T. V. REGNAUD,
A. P. & J. C.

A. M. DELISLE, ESQ.,
President of the Montreal and Bytown Railroad.